

# WESTERN UNION.

HANNIBAL, THURSDAY, MAY 22, 1851.

O. CLEMENS, EDITOR AND PUBLISHER.

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Postmasters are requested to allow us to add them to the list.

The above named gentlemen are authorized to give receipts for money due the Western Union Office.  
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## The Debate.

Thursday's Debate, we are placed under the necessity of re-writing. In its place is inserted a mere synopsis of the Debate on the fourth and last proposition. In this, no more is attempted, than simply to show the positions of the parties, without undertaking to follow out the arguments.

Connections.—A mistake occurred last week in the report of one of Mr. Caples' speeches. Instead of in col. 5, 1st page, "I do not believe that faith will be alone required; but that all means of grace should be called to our aid. I do not believe that it only is required as a condition of Pardon; I believe that baptism occupies a place as a means of grace."—It should be:—"Faith, only, is required; as the condition of pardon; and baptism, calling on the name of the Lord, and many other things that we are taught to observe, are means of grace; and as such, are not to be neglected." Taking down the debate in ordinary writing, it was difficult to keep up with the speakers. Sometimes a whole sentence must be filled out from two or three words in the note book. Unused to reporting speeches; having a treacherous memory, and little previous acquaintance with the distinguishing doctrines of either side, we could hardly be expected to steer entirely clear of mistakes.

For the above reasons, we are not sure of being able to write off the last two days' debate any nearer full than they are now, even if so disposed. Besides these difficulties, a necessity for attending to other business, has caused an interval of between four and six weeks to elapse between first taking down the notes of the last two days, and attempting to copy them off.

Connections.—In Dr. Hopson's second speech on the second proposition, in the third column, it is said:—"What is the difference between the means by which an object is to be attained, and the object itself?" The proper reading would be:—"What is the difference between the means by which an object is attained, and the conditions upon which the object is attained?" In the same paragraph, "I would tell the sinner to repent, believe and be baptized, and you shall be saved."—I would tell the sinner to believe, repent, and be baptized, and you shall be saved"—placing belief before repentance.

A Plan for Preventing Steamboat Explosions.—Under this head, in another column, a correspondent proposes a plan for preventing explosions, which, if acted upon, would doubtless come nearer than any yet proposed, to preventing those terrible losses of life and property, which are so constantly occurring upon our Western waters. The writer requests papers in the West to urge it upon insurance companies.

The Market.—A few days ago, one of our merchants bought four pounds of butter, and was fined for the act, at the rate of about a dollar per pound. The object of the ordinance under which this fine was imposed, is to drive the farmers to the market house, to sell their provisions, and the people to the same place to buy them; and the result will be to drive the farmer away altogether, and raise the price of provisions. It will raise the price in two ways:—by keeping provisions out of the stores, where the merchants are glad to get shut of them at the same price they give; and by causing the producer to keep his provisions or seek another market. It will injure trade, because where the farmer takes his produce, he will buy his goods. A farmer's time is worth as much to him as other people's, and he can't afford to be bothered with this kind of nonsense.

This famine law reads as follows:

"None of the articles mentioned in the preceding section, [poultry, wild game, fish, meat, butter, eggs, fruits, or vegetables,] brought within the corporate limits and intended for sale, shall be sold or offered for sale until they are first taken to the market, and therein exposed for sale, until market hours are over."

The market hours are now from day light till 9 o'clock, and from 4 to 6 o'clock. Farmers bring in provisions from ten to twelve miles distance, and even farther. One coming from a distance is not likely to reach the city before 9 o'clock, and in case he does not, the ordinance imposes a necessity of waiting to sell a dollar's worth of provisions until too late to return home, and then he must stay all night—a proceeding both expensive and inconvenient. But if we are not misinformed, the market house is not regularly kept open in the afternoon. If this be really the case, (we are not certain that it is,) the matter is still worse.

In a city like St. Louis, there is use for a law, such as they have, merely prohibiting the sale of provisions at any other place except the market house, during market hours; but there is no earthly use for it here.

The fact is, fellow citizens, our young city is putting on airs, and we are to be starved for dignity's sake!

We have been informed by a citizen of this city, a friend of the Santa Plank Road, that on a recent visit to the town of Payson, he found the friends of the project still interested in the work. Some however, were laboring under the impression that the citizens of Hannibal had lost their interest in the improvement, which would benefit their city so extensively.

When they were told that one man in Hannibal would pledge \$5,000, another \$1,000, and others their \$100, they immediately took measures to have the books opened, and to have the neighborhood canvassed. In a few days a committee from Payson will visit this city to see what we are doing—shall they catch us napping—asleep, when we have an opportunity to increase our property by heartily co-operating with the friends of the new and feasible project. Shall it ever be said of Hannibal, that she is fifty years behind the times!—when it is within our power to make the city one of the most flourishing on the Upper Mississippi, by constructing the proposed Plank Road and Rail Road? Will we stand all the day idle, and obstinately refuse to lend our aid? If so, however much we may flatter ourselves, we are not the true friends of the city, we look out only for self, and care not a whit for the public!

For the encouragement of the friends of this improvement, we would say that Col. Ross, of Pike county has expressed a desire to extend the Plank Road which he is about to construct from the Illinois, to the town of Pittsfield, on thence to Payson, then opening a great thoroughfare over the Santa Bottom, so on through this city. A Plank Road is also to be built by Mr. Stafford of St. Louis, from the Illinois river to the town of Griggsville. The travel over that Road will also come on to the Santa Road. But to be plain and positive, the Road is to be built; the friends of the Road are determined to push it through. The books will be opened in this city in a day or two. Who will be ready to take stock?

For the Western Union.

A Plan for Preventing Steamboat Explosions.—In the "St. Louis Intelligencer" of the 15th inst., I notice an article under the caption of "Steamboat accidents on the Western waters," in every sentiment of which I most fully concur. This great branch of business in the West & South has been most woefully neglected and calls aloud to the statesman, the philanthropist and christian for efficient action—while I believe Congress may and ought to do much in this matter which has been neglected, yet I think there is another point from which may come even greater good than all the penal laws congress may pass—I refer to insurance offices. I think the pecuniary interest of these institutions may be advanced by the means proposed, and many valuable lives saved to the country and to friends.

Let all the Insurance Offices pass a regulation (and stick to it on all occasions) never to take a risk on a boat, or the cargo thereof, which carried an Engineer who had had charge of a Boat at the time of an accident in his department of the business.—Let the names of all such Engineers be published, regularly, once or twice per annum, so that the masters and owners of Boats may know them.—Let all insurances be forfeited on the boat and cargo, when even one of these proscribed engineers is knowingly taken on; and the owners of steam boats made liable for all damage done to freight whilst such men have charge, or are in any manner connected with the engine. Here a penal law might come in and make it a crime punishable by confinement in the State Prison, for any such Engineer to impose himself on the master of a Steamboat by changing his name or other device.

I am aware that such a course might and would sometimes, bear heavily on individuals; but what is this compared with the immense loss of life and property annually occurring on our navigable rivers in the West.—I am among those who believe that explosions are almost always the result of carelessness, and the plan I suggest would keep engineers more on the look out, as an occurrence of this sort would inevitably cut them off from the means of livelihood to which they are accustomed. I hope papers in the west will think of this matter, and urge it on the consideration of Insurance offices. I would like to see a trial made of this plan, as I have no doubt it will be found to work well.

## Life's Pleasures.

Life's pleasures are illusive dreams,  
They swiftly fly, they soon will end,  
While cheering hopes and sadness,  
Like light and shade together blend.

Life's pleasures are ideal joys  
Which fancy paints with glowing hues;  
And prove at last, but trivial toys,  
And vanish like the morning dews.

Life's sweetest pleasures swiftly fly  
Away, on time's most rapid wing,  
While clouds of sorrow dim our sky,  
And o'er the brow dark shadows fling.

Life's pleasures are deceptive charms,  
That fascinate the artless mind,  
But fly like fancy's waking dreams,  
And leave a trace of grief behind.

LUCY A. DYE.

Secular advertisement of J. A. INSLER & Co.—This firm is a new one in this city, and their House adds very much to the appearance of improvement and increase of business lately so manifest. They seem to be well prepared to operate on a large scale, and in the best style. This, with their accommodating disposition, and gentlemanly bearing, will no doubt ensure them a good business.

## Hannibal and St. Joseph Railroad.

We take pleasure in transferring to our columns, to-day, the able and sensible remarks of Judge Leonard, before the county court of Buchanan county, on the application to that court for an increase of subscription of stock to the Hannibal and St. Joseph Rail Road. We would call the especial attention of our readers and the country to the position of Buchanan county and the rich counties between that and Marion county. But a few years ago Buchanan county was an Indian country—now it is one of the richest and most enterprising counties in the State—rich in native fertility, with a representative wealth of three millions and a half dollars! Nor is this an exaggerated statement. No intelligent gentleman who has visited that county and the surrounding counties, is prepared to gainsay its truth. But the counties on the route of the road—Livingston, Linn, Macon, Shelby, and Marion, contain the same elements of wealth—a rich soil, an industrious population, and a location and climate "free as air" from all local causes of distress or death from disease. Rich and healthy, what shall prevent them from embracing in the great enterprise of building up a great thoroughfare equal to them, to the great Father of waters? Have they the ability? Let them enquire—not from the sickly sources of "green-eyed jealousy"—nor yet from the "dog in the manger," who expects to live and get rich upon the energies and labor of others, neither contributing of his substance, nor yet of that very cheap commodity, his countenance—from such turn away; but resort, rather, to facts, and the necessity of the case.

Let us look to the East! Four years ago we read and heard of Rail Roads east of the mountains—and of sage predictions and even propositions for roads through Ohio, Indiana and Illinois, to the Mississippi river. What now? They are running, in operation and in course of construction, through all those States! No fiction, nor dream of fancy—even the children know it. They will soon be to the borders of our State; they seek connection with the great River of the continent—they seek "the West," they will come; they will find the West, despite the puny efforts of blind opposition and selfish demagogues. The march of intelligence and enterprise is onward. But where shall these great works approach our borders and pass through our country? Shall they pass through those poor sections of country, which have never produced nor the inhabitants to vote and pay taxes—or shall they pass through & reward those districts favored by nature, and destined, if not prevented, to give law to the State, tone to commerce, and happiness to millions?

Will the people look around them and observe their advantages; and observing them remember the reward of the sluggard? "Time and tide wait for no man, &c."—neither will reward and honor follow in the train of idle pomposity and dignity without merit. If the friends of advancement, enterprise and prosperity, locally or throughout the State, wish for success, they must come forward with their countenances—their votes and their reasonable contributions of individual stock. No great and useful enterprise ever did or ever will succeed without such co-operation; nor was any such ever undertaken without some croaking, "fortune-telling" evil-predictor. Such should be "but little minded."

But can the country immediately interested in this road build it? We answer, it can, easily, if the people will try. It can be built, with great profit to the stockholders, by private subscription, or by the counties in their corporate capacities, through which it shall pass. The entire road can be built for three millions, and furnished with cars, Locomotives and every equipment for one million more. The whole not to exceed four millions.

The distance between each terminus will be about 200 miles; a few miles over or under. The district to be benefited and no part to be injured, will be from thirty to fifty miles on each side. But say twenty-four miles, the width from north to south of a common county, and embracing, often, parts of two counties.

Then: 200 miles by 48 (being 24 on each side) will make 9600 square miles or sections. Each of these, at 640 acres to the entire line, will make 6,144,000 acres, say 6,144,000 acres to be beneficially affected by the road. Will any man in his senses say that every section here described would not be benefited? One half at least, would be benefited by an advance in value of four-fold; the balance would, necessarily double.

These 6,144,000 acres are known to be worth now, more than an average of \$1 25 per acre. But how much more. Are they worth \$2 per acre? If so, the amount would be twelve million, two hundred and eighty-eight thousand (\$12,288,000) dollars. But this tract of country is now worth more money! Nearly every quarter section will furnish a good farm while a large portion at each end, and much all along the route, is worth from \$5 to \$10 per acre, and parts of it from \$20 to \$40. Marion county contains 435 square miles or sections, equal to 278,400 acres. Who will say the average would not be more than \$5 per acre, or \$1,392,000? On this amount and valuation, less than seven per cent, divided into four years, will pay the \$100,000 proposed—and the same will hold good in all the counties through which the Road may pass.

But the increased value, and the expenditure of money in the construction, would more than compensate three per cent. per annum, on the lands of any county. This calculation contemplates the annual payments, without interest, sales of bonds, or negotiations of any kind; and such a course would be preferable.

To say—or answer the question sometimes propounded, as to the income from the Road, to individuals or corporations—we may refer to the fact that a large majority of similar roads now in operation over countries far less favored by nature than ours, pay well; generally from nine to fourteen per cent. To say that it would not so pay, by the time it is made, is to say that our people will not avail themselves of their rich lands, and cheap transportation presented to them. They are like the people of every other country, and will cultivate their lands; will take the product to market. They cannot, now, in the interior, cultivate wheat, oats, hay, hemp or tobacco, because they cost more than half their market value to take them to market. Give them the facilities nearly as low as river navigation, and they would present their broad prairies in waving fields of wheat, rye, oats, grass, barley, &c., instead of the prairie grass to be burned off every season.

In conclusion we would call upon our farmers to come forward and protect themselves; to consider the subject and to act for themselves. Let them count the cost of the road, and then the cost of transportation upon what they then could and would produce.

READY MADE CLOTH.—Summer is at hand; and those who are about to change their clothing to suit the season, will not do amiss to remember that J. H. GAST & Co., advertise a new stock.

FURNITURE.—Particular attention is called to the advertisement of J. I. ELLETT, of St. Louis.

SUGAR HOUSE MOLASSES.—See T. R. Selmes advertisement.

DR. S. H. ANDERSON, it will be seen by his card, has gone East, to avail himself of the latest improvements in material and instruments. No dentist in our city has ever given so much satisfaction as Dr. ANDERSON. His customers will therefore patiently wait his return.

## Notices of Publications.

LADY'S BOOK FOR JUNE, as usual, is beautiful and interesting.

SARTAIN'S MAGAZINE is one of the best publications of the kind, filled, as it always is, with useful, as well as entertaining matter. The number for June is a high recommendation.

THE WESTMINSTER REVIEW FOR APRIL will well repay those who read for information.

THE BROTHER JONATHAN FOR FOURTH OF JULY is worth several dimes, although only a long bit is charged for it.

THE HERS OF DEWEETWATER.—This splendid tale was published in the Republican, the past winter and spring, and was eagerly sought for. It has been lately issued in a neat pamphlet form, by DEWEIT & DAVENPORT, Tribune Buildings, New York. Price low—only 50 cents. Also, by the same publishers, a story of about the same volume, and of equal interest, entitled "Rebels and Tories," a story of the Revolution. Price 50 cents.

The St. Louis Intelligencer, copying an article from this paper, relative to the future prospects of Hannibal, adds the following comments:

"We take the above from the Western Union, published at Hannibal. We congratulate our Hannibal friends upon the bright prospects before them. Hannibal is destined very soon to become a large and prosperous city. With an immensely rich back country, she needs nothing but a railroad to bring in the products of the fertile prairies, to concentrate there an immense trade. If the railroad to St. Joseph is completed, Hannibal, in a very short time thereafter, will have ten or fifteen thousand inhabitants or perhaps double that number."

The prediction contained in the last sentence—which we have underscored—is so completely justified by the circumstances, that every one at all acquainted with them, will fully concur with the editor of the Intelligencer.

To "Divisions of Sons of Temperance," Washingtonians, and all friends of the cause of Temperance.

The committee of arrangements for the Temperance Convention to be held in this city on Wednesday, the 11th of June next, respectfully invite all friends of the cause to attend by delegations at the time indicated, and beg to assure them of a hearty welcome.

The District, as arranged at the Convention at Palmyra last year, is composed of the counties of St. Charles, Lincoln, Warren, Montgomery, Audrain, Pike, Ralls, Marion, Monroe, Shelby, Randolph, Knox, Mason, Adair, Schuyler, Scotland, Lewis and Clark.

All visitors are specially requested to meet the Committee at the Store of E. Draper & Brothers, on their arrival, where they will be properly provided for. By order of the Committee of Arrangements. J. L. WOOD, Chairman. Louisiana, May 14th, 1851.

A portion of the proceedings of the Presbyterian Assembly, now in session in this city, which we publish this morning, are of very general interest. The question of fixing a place for the next annual meeting, led to allusions to the present attitude of South Carolina with reference to the Union. An excellent conservative and patriotic spirit seemed to animate the speakers; and we can much more readily believe the representations of her Delegates, that South Carolina will be in the Union next year, than the extravagant assertions of the Hotspur who took the lead in the late Secession Convention in that State. The city of Charleston was finally selected, by a decided vote, as the place of meeting.—Republican.

For the Western Union.

Mr. Editor: We have noticed an article recently in your paper, with reference to a movement now being made in Ralls county, preparatory to the moving of the County Seat, in which the writer, in the exercise of great security, makes misrepresentations, doubtless, with a view unduly to influence a portion of the citizens of the county, in the movement above mentioned. Now we are glad to find that the writer, (upon the authority of one altogether reliable) is not a citizen of New London, and we have the charity to believe that he does not even live in Saverton Township.

The "question" indeed is an "interesting" one, and will enlist the favorable co-operation of most of the good people of Ralls. Although this subject has been "canvassed" before, it is strange that it should be thought "settled," while there is evidently an increasing interest prevailing, and the success hitherto not so little as represented, when it is recollected that defeat therein many years ago, was only caused by the influence of one dram shop, in the county, which influence we have not now to contend with; and perhaps since that, there has been nothing lacking but vigorous effort. We conclude that the "one idea" (embracing the whole enterprise of removal) alluded to, by the writer of the former article is so reasonable and just, that it would not admit of the cogitation of one "laboring" under the condition alluded to, nor could possibly produce such an effect. The reasonableness of this centre finding, is chiefly predicated upon the only facts stated by that writer, that the gentlemen appointed for that purpose comprise talent and scientific knowledge sufficient for the task imposed. We would not condescend to notice at length the allusion that the writer of that article has used, but give a plain statement of facts as called for. It is evidently unjust to charge the project of moving the County Seat upon a few would be wise, of Jasper and Lick, and exercise so much sympathy for the "less enlightened" citizens of Clay, Saverton, Saline, Spencer and Centre townships; for none in Jasper or Lick are, or claim to be wise, beyond or above what is written, and apparent, and as clear to every candid observer as a sunbeam. It is only necessary to look upon the Map of the county as now in circulation among the people, and see the true boundary and area of the county, for all to determine that sheer justice requires that the County Seat be moved as proposed, and that it must eventually be done, even if the present effort should fail, which we do not believe can be the case, if properly made. A few good citizens, doubtless, will be influenced to neutrality, which will be virtual opposition, from the consideration of personal and individual interest, but they will be comparatively very few, and we think that public men, and office holders and expectants should especially be willing to make the necessary sacrifice and compromise for the good of the whole, or at least the large majority.

It is very evident that the notion advanced that the inconvenience attending the removal to the Centre, would be taken from the smaller and placed upon the larger number, is fallacious and the Poll Books do not show that statement to be correct;—and while it is true now, that, at the general elections, very many go from other Townships to the County Seat to vote, doubtless, if it was Central many more, perhaps a majority of the whole county would, as a matter of convenience or choice, vote at the County Seat, and while the Saverton hills are, and must necessarily remain thinly settled, and the few that are there, feel very little interest in, or have very little care about the County Seat, and the small, rich, territory of Clay, is well filled up, and her citizens very independent on account of their proximity to the great City of Hannibal; the vast portions of the county South west and west are not only now populous, but admit of much increase and are increasing in population fast, as the census taker, and assessor will testify.

While the "up" Prairie citizens" regard the Charge of fastidiousness as unjust and untrue, their refinement induces them to receive, with great pleasure, the accommodations furnished at the "Hotel" and other places in New London, especially in view of the moral regenerate character of the place. We venture the opinion that the public buildings will cost no more in the way of taxation, considering what may be available from the sale of the old buildings, and donations that may be made, than would be incurred from rebuilding or repairing, if there should be no removal; so that while onerous taxation does not now exist, it need not be feared that it would ever exist, under the circumstances proposed.

Now we would in conclusion say, (not in the use of irony) that this is a "luminous idea," the whole project considered, and an enterprise worthy the patronage of the good.

JASPER.

## Hannibal and St. Joseph Railroad.

Judge LEONARD recently appeared before the County Court of Buchanan county, and moved the Court to appoint a day for an election, to increase the subscription of the county to the Hannibal and St. Joseph Railroad, to \$100,000. In doing so, he made a very able speech in favor of the proposition. He referred to the estimated value of the real estate of the county, which had been placed at three and a half millions of dollars, and said this subscription would be less than three per cent, upon the value of such property. Only about three hundred thousand dollars have yet been taken by individuals in the road. Two hundred thousand more must be taken before the aid of the State subscription, to the amount of one million and a half of dollars, could be obtained, and, in the absence of the grant of land by the United States, the road must fail. He argued that the road would pay, if not immediately, in a very little while, and that the incidental advantages growing out of it would be numerous. It would invite population, advance the value of real estate and secure to the country better markets. The Gazette contains a report of his remarks.—Missouri Republican.

But, said the Judge, the greatest advantage remains yet to be considered. Let it be borne in mind, that the Central Illinois Railroad is but a short distance beyond Hannibal, and to that, this road must be extended. The Illinois Central Railroad passes by the mouth of the Ohio river, and thence is to be extended to Mobile in Alabama. This great line will connect with lines to Charleston and Savannah. Nor, will St. Louis stand idly by, and see the trade of north-west Missouri, the most fertile and productive part of this great State, pass round her. St. Louis will construct a road thence to the intersection of this road, midway between St. Joseph and Hannibal. Now let us look at the picture. If your object be the St. Louis market,

some thirteen hours will convey you and your products there, at any season of the year never too wet—never too dry—never too hot—never too cold. Is your object the New Orleans market, the great Southern emporium? Four or five days by way of St. Louis, or by way of the Illinois road and the Mississippi river, are sufficient to convey you and your products there; and here too no season would interpose an obstacle.

Is your object Mobile, Savannah, or Charleston, they may be reached in quicker time than New Orleans; nor will any season interpose any obstacle to any of these. Passing by the lines connecting with the Eastern Atlantic cities, and passing by all considerations connected with the Pacific road, these great Southern marts, which are surely within our reach, thus placed at our doors, are in God's name, sufficient to satiate the avarice of the most grasping miser among us. The sun of Heaven never warmed a more genial, or more productive soil than ours. And within these great marts at our doors, no country ever occupied a more favorable position for the sale of her rich products, or traveled an easier road to the acquisition of wealth.

Judge Leonard proceeded to say, that now was the time to strike. If no advance is made, the beautiful city of St. Joseph must, after this year, for a while stand still—the country be checked in its forward career—the friends of the road will become dispirited, and improvements in other parts of the country will spring up, and be pressed forward to our prejudice.

Some quarter of a century since, the great State of New York gave the preference to railroads over railroads. Time and experience have shown the error. The railroads bring to pestilence as do canals—no floods—no droughts—no freezes—while they give a speed far exceeding all other modes of transportation. They are everywhere extending and becoming more and more in popular favor. They are destined successfully to rival for long distances, all other modes of transportation, even our greatest and best rivers—they reduce time and space.

In conclusion, Judge Leonard said, being himself one of the largest real estate owners in the county, the county subscription would fall more heavily on few than on him, and yet so well satisfied is he of its propriety, that he would cheerfully vote for two hundred thousand.

On this application, the Court determined to order an election to be held on the second Saturday in June next.

From the St. Louis Intelligencer.

## Next Presidential Campaign.

The two great parties (the Whig and Democratic) will soon begin to survey the ground they occupy—to marshal their forces and burnish their arms for the approaching conflict. The first interesting subject of inquiry with each of them, will relate to the probability of divisions in their own ranks. Since the last Presidential election, the slavery excitement reached its crisis. To some extent it has originated and given a tangible form to a third party, which has drawn its strength from the other two.—There is now a distinct, active, well organized and efficient Free Soil, or as we would term it, Abolition party, which recognizes no allegiance to either of the other parties—has its own leaders—has adopted its own platform and professes to be governed by a law higher than the constitution. In our opinion, this is by far the most dangerous political party ever organized in the United States. It is dangerous, 1st, because it is led by unscrupulous demagogues and political tricksters, with much more sense than honesty, and whose sole object in the movement is their own personal advancement. 2d, because it originated in a feeling, nearly akin to religious bigotry, and is marked by a rabid fanaticism; which is deaf to all appeals of patriotism, and of common sense, and is blind to all the consequences of their extraordinary folly. You may reason with a rash man or coax a stupid one; but neither reason, persuasion, or fear will avail with a deluded, bigoted fanatic, who comprehends only one idea and thinks the rest of the world is made up of fools, knaves and lunatics. The Abolitionists, or as they are sometimes politely termed, Free Soilers, are made up chiefly of this class of violent, unreasonable, bigoted fanatics, who would see a white man die of starvation without the slightest remorse of conscience, but would esteem it a religious duty to relieve a black one under the same circumstances.

The Free Soil party, therefore, is a dangerous party, and its tendency is to the gross excesses and an utter contempt for the constitution and laws. But how and to what extent will this party affect the Whig and Democratic parties? In New York it will affect each of them seriously. A large body of Whigs under the lead of the demagogue Seward, and perhaps an equally large body of Democrats, who have enlisted under the banner of John Van Buren, the Prince of Kinderhook, compose the Free Soil party of that State. In Massachusetts, the Democrats have been driving a bargain with the Abolitionists and have elected their leader Sumner, to the Senate of the United States. How far the bargain extends, is not exactly known, but it is more than probable, that the Free Soilers are under bounds to vote the Democratic ticket at the Presidential election, as the price which the Democrats are to receive for voting for Sumner. In Ohio, the Abolitionists probably hold the balance of power. In Michigan, also, they are decidedly formidable, and there is a "right smart sprinkle" of them in Indiana, Illinois, and Iowa. In Vermont, Connecticut, New Hampshire, Rhode Island and Pennsylvania they amount to a most formidable array.

This Free Soil, Abolition, "woolly head" party will doubtless rally under its own leaders at the Presidential election, and we sincerely hope they will be driven to this position. We wish to see them stand out distinctly and boldly on their own platform, and not any longer play the game of "hide and go seek" with the other parties. Let them emphatically lay aside the name of Whigs and Democrats, and stand up before the world with the term "Abolitionists" distinctly emblazoned on their foreheads. Then we will know where to find them. But as matters now are, we find them coquetting with the Whigs to-day and driving bargains with the Democrats to-morrow—always, like Hessians, fighting for the side that pays best. Until the Abolitionists shall be repudiated and cut off from all fellowship with the other two parties, it will be impossible to calculate with any certainty the strength of either. If our Whig friends at the North expect to accomplish any useful results at the next Presidential election, they may rest assured nothing is to be gained by courting the Abolitionists. Denounce them as they deserve to be and drive them clearly and distinctly to their separate party organization. A healthful body is never impaired by cutting off a fungous excrescence.